

STH 32 (Lake Drive)

Project ID 2225-13-00
Edgewood Ave to Kensington Blvd
Milwaukee County

1. Documentation of the requirements cited are as follows:

a. **Federal Surface Transportation Law - 23 U.S.C. 217(g) (1)**

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm

“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.”

b. **American Association of State Highway and Transportation Officials (AASHTO)**

<https://njdotlocalaidrc.com/perch/resources/aashto-gbf-4-2012-bicycle.pdf>

“All new highways, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that they will be used by bicyclists.”

c. **WIS. STAT. 84.01(35)(B)**

<https://docs.legis.wisconsin.gov/2013/statutes/statutes/84/01/35/b>

“The department shall give due consideration to establishing bikeways and pedestrian ways in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds”

d. **Wisconsin Bicycle Transportation Plan 2020 – Planning Objectives**

<https://wisconsin.gov/Pages/projects/multimodal/bikeplan2020.aspx>

- *“Plan and design new and improved transportation facilities to accommodate and encourage use by bicyclists”*
- *“Provide suitable space for bicyclists when designing roadway projects”*
- *“Follow accepted bikeway guidance and standards”*
- *“Expand and improve a statewide network of safe and convenient routes for bicycle transportation”*

e. **Connect 2050 Wisconsin’s Statewide Long-Range Transportation Plan**

<https://www.wisdotplans.gov/>

- *“Goal 4.c. Facilitate mode choice options that support transit use and active transportation such as bicycling and walking”*
- *“Goal 4.d. Close gaps and create an inter-connected network of transportation facilities to move people and goods safely and efficiently”*

f. **SEWERPC Vision 2050 Bicycle Network**

https://www.sewrpc.org/SEWRPC/VISION_2050/2050RegLandUseTranspPlan.htm

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- g. Urban Roadway Standards: WisDOT FDM 11-46-15.3**
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf#fd11-46>
- h. Methods to Incorporate Bike Lanes: WisDOT FDM 11-46-15.3.4**
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf#fd11-46>
- i. The primary destination in this area is Atwater Park/Beach. If parking is removed along one side of Lake Drive, people going to the park may have to walk farther. In general, people are willing to walk different distances to get to local destinations depending on their physical ability as well as what the destination is. Recommendations vary from 660 feet for shoppers¹ to 1,600 feet from a parking space to an uncovered outdoor destination² to 10 minutes^{3,4}. A 10-minute walk using the pedestrian walking speed the MUTCD recommends of 3.5 feet/second translates to 2,100 feet.**
- j. Constrained Environments: WisDOT FDM 11-46-1.3.1.3**
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf#fd11-46>

¹ Wright, P.H., & Ashford, N.J. (1989), *Transportation Engineering Planning & Design*, 3rd Edition, p. 572.

² Pande, Anurag, et al. (2016), *ITE Traffic Engineering Handbook*, 7th Edition, p. 474

³ *Walkability Standards*, <https://www.dcla.net/blog/walkability-standards>

⁴ *Safe Routes to Parks: Improving Access to Parks through Walkability*, National Recreation and Park Association, p. 6, <https://www.nrpa.org/contentassets/f768428a39aa4035ae55b2aaff372617/park-access-report.pdf>